

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report

63
New Kent County

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	
















Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
New Kent Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
	4.65	12000	G	From:	King William County Line					F	0.08	F	0.623	12000	G	2003
				To:	87%	1%	3%	1%	8%							
	3.43	3400	G	From:	SR 33 & 249 Angelview Church					C	0.097	F	0.677	3400	G	2003
				To:	86%	1%	2%	3%	8%							
	0.78	6500	G	From:	SR 273 Barhamsville					F	0.088	F	0.672	6500	G	2003
				To:	86%	1%	2%	3%	8%							
	0.91	9300	G	From:	Henrico County Line					F	0.088	F	0.6	9300	G	2003
				To:	93%	0%	1%	2%	3%							
	0.22	12000	G	From:	US 60 Bottoms Bridge					F	0.097	F	0.578	12000	G	2003
				To:	92%	1%	3%	1%	3%							
	5.32	41000	G	From:	SR 33, SR 249					F	0.081	F	0.541	39000	G	
				To:	95%	0%	1%	1%	3%							
	3.47	42000	G	From:	RT 60 BOTTOMS BRIDGE					F	0.080	F	0.532	39000	G	
				To:	95%	0%	1%	1%	3%							
	5.69	41000	G	From:	SR 155					F	0.078	F	0.544	38000	G	
				To:	95%	0%	1%	1%	3%							
	2.98	8400	G	From:	SR 33					C	0.090	F	0.611	8400	G	2003
				To:	86%	1%	1%	1%	11%							
	4.65	12000	G	From:	SR 249 & 30, Angelview Church					F	0.08	F	0.623	12000	G	2003
				To:	87%	1%	3%	1%	8%							
	0.91	9300	G	From:	King William County Line					F	0.088	F	0.6	9300	G	2003
				To:	93%	0%	1%	2%	3%							
	4.03	11000	G	From:	SR 33 Bottoms Bridge					F	0.093	F	0.651	11000	G	2003
				To:	96%	0%	1%	1%	2%							
	2.62	5800	G	From:	SR 106					F	0.09	F	0.712	5800	G	2003
				To:	96%	0%	1%	1%	2%							
	2.88	5800	F	From:	63-615					C	0.099	F	0.802	5900	F	2003
				To:	96%	0%	1%	1%	2%							
	8.58	4100	G	From:	SR 155 Providence Forge					F	0.095	F	0.649	4200	G	2003
				To:	96%	0%	1%	1%	2%							
	1.30	29000	G	From:	Henrico County Line					F	0.1	F		27000	G	2003
				To:	94%	0%	1%	1%	3%							
	5.32	20000	G	From:	SR 33, SR 249					F	0.092	F		19000	G	2003
				To:	95%	0%	1%	1%	3%							
	3.47	20000	G	From:	SR 106					F	0.09	F		19000	G	2003
				To:	94%	0%	1%	1%	3%							
	5.69	20000	G	From:	SR 155					F	0.091	F		19000	G	2003
				To:	95%	0%	1%	1%	3%							
		41000	G	From:	SR 33					F	0.078	F	0.544	38000	G	
				To:	95%	0%	1%	1%	3%							

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New Kent Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
New Kent County																	
East 				From:	SR 33												
		4.29	21000	G	94%	0%	1%	1%	3%	0%	F	0.076	F		23000	G	2003
	Combined Traffic:	44000	G	95%	0%	1%	1%	3%	0%	F	NA			47000	G		
				To:	James City County Line												
West 				From:	Henrico County Line												
		1.36	30000	G	95%	0%	1%	1%	3%	0%	F	NA		33000	G	2003	
	Combined Traffic:	59000	G	95%	0%	1%	1%	3%	0%	F	NA			60000	G		
				To:	SR 33, SR 249												
West 				From:	SR 33, SR 249												
		5.79	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F		20000	G	2003
	Combined Traffic:	41000	G	95%	0%	1%	1%	3%	0%	F	NA			39000	G		
				To:	SR 106												
West 				From:	SR 106												
		3.44	21000	G	95%	0%	1%	1%	3%	0%	F	0.085	F		20000	G	2003
	Combined Traffic:	42000	G	95%	0%	1%	1%	3%	0%	F	NA			39000	G		
				To:	SR 155												
West 				From:	SR 155												
		5.52	21000	G	95%	0%	1%	1%	3%	0%	F	0.088	F		20000	G	2003
	Combined Traffic:	41000	G	95%	0%	1%	1%	3%	0%	F	NA			38000	G		
				To:	SR 33 Par												
West 				From:	SR 33 Par												
		0.37	21000	N	95%	0%	1%	1%	3%	0%	N	0.088	N		20000	N	2003
	Combined Traffic:	41000	N	95%	0%	1%	1%	3%	0%	N	NA			38000	N		
				To:	SR 33												
West 				From:	SR 33												
		3.69	22000	G	95%	0%	1%	1%	3%	0%	F	0.077	F		24000	G	2003
	Combined Traffic:	44000	G	95%	0%	1%	1%	3%	0%	F	NA			47000	G		
				To:	James City County Line												
 Roxbury Rd		0.43	2600	N	From:	Charles City County Line											
				75%	1%	1%	4%	19%	0%	N	0.084	N	0.514	2600	N	2003	
				To:	New Kent County Line												
		0.91	5800	G	From:	Charles City County Line											
				81%	1%	3%	9%	6%	0%	C	0.083	F	0.502	5900	G	2003	
				To:	US 60												
		3.04	2200	G	From:	US 60											
				80%	1%	2%	2%	15%	0%	C	0.086	F	0.514	2200	G	2003	
				To:	I-64												
		1.68	1700	G	From:	I-64											
				95%	1%	1%	1%	1%	0%	C	0.109	F	0.634	1700	G	2003	
				To:	SR 249												
		4.92	2400	G	From:	Charles City County Line											
				94%	0%	1%	2%	3%	0%	F	0.09	F	0.607	2400	G	2003	
				To:	I-64												
		2.19	2000	G	From:	I-64											
				95%	1%	1%	1%	2%	0%	C	0.117	F	0.747	2000	G	2003	
				To:	SR 249												
		4.31	5500	G	From:	I-64 East of Bottoms Bridge											
				96%	1%	1%	1%	1%	0%	C	0.105	F	0.707	5600	G	2003	
				To:	63-612 Quinton												
		2.30	2700	G	From:	63-612 Quinton											
				96%	1%	1%	1%	1%	0%	F	0.093	F	0.516	2700	G	2003	
				To:	SR 106 Talleyville												
		3.78	2400	G	From:	SR 106 Talleyville											
				94%	3%	1%	0%	1%	0%	C	0.106	F	0.594	2400	G	2003	
				To:	SR 155 Carys Corner												
		5.04	2400	G	From:	SR 155 Carys Corner											
				94%	3%	1%	0%	1%	0%	F	0.129	F	0.802	2400	G	2003	
				To:	63-626												
		3.00	1500	G	From:	63-626											
				94%	3%	1%	0%	1%	0%	F	0.107	F	0.669	1500	G	2003	
				To:	SR 30 & 33 Angel View Church												
		5.33	3800	G	From:	SR 30											
				98%	0%	1%	0%	0%	0%	C	0.121	F	0.784	3800	G	2003	
				To:	SR 33												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
600	1.40	390	R	From:	James City County Line						NA			NA		05/06/2002
				To:	63-601											
600	3.35	170	R	From:							NA			NA		05/06/2002
				To:	63-673											
600	0.45	480	R	From:							NA			NA		05/06/2002
				To:	SR 273											
601	2.58	210	R	From:	James City County Line						NA			NA		05/06/2002
				To:	63-600											
602	0.25	49	R	From:	SR 155						NA			NA		1999
				To:	0.25 ME SR 155											
602	0.25	60	R	From:							NA			NA		06/27/2002
				To:	63-629 WEST											
602	0.06	240	R	From:	63-629 EAST						NA			NA		06/27/2002
				To:	US 60											
603	4.24	180	R	From:	James City County Line						NA			NA		05/20/2002
				To:	63-627											
604	0.50	320	R	From:	SR 155						NA			NA		06/03/2002
				To:	63-617											
604	1.70	190	R	From:							NA			NA		06/03/2002
				To:	SR 249											
605	0.59	2000	R	From:	Dead End						NA			NA		06/03/2002
				To:	63-9289 WEST											
605	0.06	2000	R	From:							NA			NA		06/03/2002
				To:	63-9289 EAST											
605	0.23	2000	R	From:							NA			NA		06/03/2002
				To:	63-9288											
605	0.01	2000	R	From:							NA			NA		06/03/2002
				To:	0.01 MS 63-9288											
605	0.11	2000	R	From:							NA			NA		06/03/2002
				To:	0.12 MS 63-9288											
605	0.03	2000	R	From:							NA			NA		06/03/2002
				To:	0.15 MS 63-9288											
605	0.08	2000	R	From:							NA			NA		06/03/2002
				To:	0.23 MS 63-9288											
605	0.05	2000	R	From:							NA			NA		06/03/2002
				To:	SR 249											
606	2.66	300	G	From:	63-609					F	0.121	F	0.731	300	G	2003
				To:	63-612					C		F				
606	0.64	880	G	From:							0.092		0.725	880	G	2003
				To:	63-608					F		F				
606	4.10	410	G	From:							0.116		0.556	410	G	2003
				To:	Hanover County Line											
607	1.10	140	R	From:	63-619						NA			NA		05/08/2002
				To:	63-606											

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						2Axle	3+Axle	1Trail	2Trail								
New Kent County																	
607	0.75	140	R	From:	63-606						NA		NA		05/08/2002		
				To:	Dead End												
608	3.78	450	R	From:	SR 155; SR 249						NA		NA		06/03/2002		
				To:	63-614												
608	1.10	190	R	From:	63-609						NA		NA		06/03/2002		
608	1.00	220	R	From:	63-609						NA		NA		06/03/2002		
				To:	1.00 MW 63-609												
608	0.75	170	R	From:	1.75 MW 63-609						NA		NA		06/03/2002		
				To:	63-606												
609	1.39	1100	G	From:	SR 106; SR 249					C	0.106	F	0.809	1100	G	2003	
				To:	63-606						NA		NA		06/03/2002		
609	2.57	840	R	From:	63-608												
				To:	SR 106						NA		NA		06/12/2002		
610	3.01	260	R	From:	63-612												
				To:	63-613 NORTH						NA		NA		05/08/2002		
611	3.17	510	R	From:	63-638							NA				NA	
				To:	SR 249												
612	1.08	820	R	From:	63-640; 63-665						NA		NA		07/18/2002		
				To:	63-676												
612	2.09	1600	R	From:	SR 249						NA		NA		06/12/2002		
				To:	63-680 SOUTH							NA				NA	
612	2.35	840	R	From:	63-606												
				To:	Hanover County Line					C	0.115	F	0.786	880	G	2003	
613	1.20	880	G	From:	63-611 WEST					F	0.107	F	0.51	730	G	2003	
				To:	63-675						F	0.127	F	0.585	1100	G	2003
613	1.53	1100	G	From:	63-611 EAST												
				To:	SR 249												
614	1.40	48	R	From:	63-608						NA		NA		06/03/2002		
				To:	Dead End												
615	0.20	150	R	From:	Dead End						NA		NA		06/12/2002		
				To:	0.20 MN Dead End							NA				NA	
615	0.20	150	R	From:	US 60 EAST												
				To:													

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
(615)	2.04	450	R	From:	US 60 WEST						NA			NA		06/12/2002
				To:	SR 106											
(616)	0.70	160	R	From:	63-611						NA			NA		06/27/2002
				To:	Hanover County Line											
(617)	0.89	20	R	From:	63-618						NA			NA		06/03/2002
				To:	0.89 ME 63-618											
(617)	1.37	20	R	From:							NA			NA		06/03/2002
				To:	63-604											
(617)	0.60	10	R	From:							NA			NA		06/03/2002
				To:	SR 155											
(618)	0.74	1200	G	From:	Charles City County Line						C	0.118	F	0.647	1200	G
				To:	US 60 W; Gap Terminus											
(618)	0.05	590	R	From:	63-629 Gap Terminus						NA			NA		06/27/2002
				To:	US 60 EAST											
(618)	4.45	600	R	From:							NA			NA		06/03/2002
				To:	63-677											
(618)	2.10	170	R	From:							NA			NA		06/27/2002
				To:	SR 249											
(619)	3.11	690	R	From:	Hanover County Line						NA			NA		07/17/2002
				To:	63-606											
(620)	0.85	120	R	From:	63-603; 63-671						NA			NA		05/06/2002
				To:	63-672											
(620)	1.09	60	R	From:							NA			NA		05/06/2002
				To:	1.09 MN 63-672											
(620)	0.16	20	R	From:							NA			NA		05/06/2002
				To:	1.25 MN 63-672											
(620)	1.00	70	R	From:							NA			NA		05/06/2002
				To:	63-632											
(621)	1.20	270	R	From:	James City County Line						NA			NA		05/06/2002
				To:	63-632											
(622)	0.10	420	R	From:	US 60						NA			NA		05/20/2002
				To:	James City County Line											
(623)	6.70	160	R	From:	SR 249 WEST						NA			NA		06/03/2002
				To:	SR 249 EAST											
(623)	0.70	40	R	From:							NA			NA		05/20/2002
				To:	SR 249 MID INT											
(624)	1.15	40	R	From:	63-623						NA			NA		06/03/2002
				To:	Dead End											
(625)	1.30	30	R	From:	63-623						NA			NA		06/03/2002
				To:	Dead End											
(626)	1.00	130	R	From:	SR 249 EAST						NA			NA		05/20/2002
				To:	SR 249 WEST											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
627	1.04	570	R	From:	63-1001 SOUTH						NA			NA		05/20/2002
				To:	63-1001 NORTH											
627	1.73	1400	R	From:							NA			NA		05/20/2002
				To:	63-1010											
627	1.12	1800	R	From:							NA			NA		05/20/2002
				To:	US 60											
627	3.80	870	R	From:							NA			NA		05/20/2002
				To:	63-603											
627	2.75	480	R	From:							NA			NA		05/20/2002
				To:	SR 249											
628	0.65	310	R	From:	US 60						NA			NA		06/27/2002
				To:	63-1102											
628	0.34	130	R	From:							NA			NA		06/27/2002
				To:	0.34 MN 63-1102											
628	3.96	170	R	From:							NA			NA		1999
				To:	4.30 MN 63-1102											
628	1.83	50	R	From:							NA			NA		06/27/2002
				To:	FR-119; 63-627											
629	0.16	600	R	From:	US 60 WEST						NA			NA		06/27/2002
				To:	63-618											
629	0.19	1200	R	From:							NA			NA		06/27/2002
				To:	SR 155 WEST											
629	0.58	380	R	From:	SR 155 EAST						NA			NA		06/27/2002
				To:	63-602 WEST											
629	2.85	120	R	From:							NA			NA		06/27/2002
				To:	US 60 EAST											
630	1.00	150	R	From:	63-610						NA			NA		06/12/2002
				To:	SR 249											
631	2.69	80	R	From:	SR 106						NA			NA		06/12/2002
				To:	63-615											
632	1.37	390	R	From:	63-627						NA			NA		06/03/2002
				To:	1.37 ME 63-627											
632	0.13	800	R	From:							NA			NA		06/03/2002
				To:	SR 33											
632	2.10	50	R	From:							NA			NA		06/03/2002
				To:	63-634											
632	0.90	90	R	From:							NA			NA		06/03/2002
				To:	63-620											
632	1.40	140	R	From:							NA			NA		06/03/2002
				To:	63-621											
632	1.00	520	R	From:							NA			NA		06/03/2002
				To:	63-633											
632	0.04	1000	R	From:							NA			NA		06/03/2002
				To:	SR 30											
633	0.60	280	R	From:	63-632						NA			NA		06/03/2002
				To:	SR 273 WEST											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
633	1.10	45	R	From:	SR 273 EAST						NA			NA		06/03/2002
				To:	SR 30 NORTH											
634	0.70	80	R	From:	63-601						NA			NA		05/06/2002
				To:	Dead End; Gap Terminus											
634	1.40	90	R	From:	SR 273; Gap Terminus						NA			NA		05/06/2002
				To:	63-639											
634	3.20	100	R	From:	63-632						NA			NA		05/06/2002
				To:	63-601											
635	0.60	120	R	From:	SR 273						NA			NA		05/06/2002
				To:	63-600											
636	0.06	860	R	From:	63-646						NA			NA		05/06/2002
				To:	63-661											
636	0.50	360	R	From:	Dead End						NA			NA		05/06/2002
				To:	SR 249											
637	1.50	1200	R	From:	63-611						NA			NA		06/03/2002
				To:	Dead End											
638	2.60	840	R	From:	63-656						NA			NA		05/08/2002
				To:	Hanover County Line											
639	0.80	140	R	From:	SR 30						NA			NA		05/06/2002
				To:	63-634											
640	1.20	1900	R	From:	US 60						NA			NA		06/12/2002
				To:	63-612; 63-665											
640	2.67	640	R	From:	SR 249 WEST						NA			NA		06/12/2002
				To:	SR 249 EAST											
640	1.36	240	R	From:	63-611 North						NA			NA		06/12/2002
				To:	Dead End											
641	0.04	30	R	From:	63-659						NA			NA		05/06/2002
				To:	63-609											
642	0.64	250	R	From:	0.64 ME 63-609						NA			NA		1999
				To:	Dead End											
643	0.50	150	R	From:	SR 106						NA			NA		06/12/2002
				To:	Dead End											
644	1.30	220	R	From:	Dead End						NA			NA		05/08/2002
				To:	63-619											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
(645)	0.80	450	R	From:	SR 249					NA			NA			05/13/2002
				To:	Dead End											
(646)	0.73	120	R	From:	63-636					NA			NA			05/06/2002
				To:	Dead End											
(647)	1.92	220	R	From:	US 60 WEST					NA			NA			05/20/2002
				To:	63-1104											
(647)	0.51	120	R	From:						NA			NA			05/20/2002
				To:	US 60 EAST											
(647)	0.80	50	R	From:						NA			NA			05/20/2002
				To:	63-649											
(648)	0.14	370	R	From:	SR 249 EAST					NA			NA			06/03/2002
				To:	SR 249 WEST											
(649)	2.50	860	R	From:	US 60 WEST					NA			NA			05/20/2002
				To:	63-627											
(649)	0.55	250	R	From:						NA			NA			05/20/2002
				To:	US 60 EAST											
(650)	0.63	240	R	From:	Dead End					NA			NA			05/20/2002
				To:	US 60											
(651)	0.80	100	R	From:	SR 249					NA			NA			05/20/2002
				To:	Dead End											
(652)	0.18	40	R	From:	US 60 WEST					NA			NA			06/27/2002
				To:	US 60 EAST											
(653)	0.30	80	R	From:	Dead End					NA			NA			05/08/2002
				To:	63-619											
(654)	0.16	230	R	From:	Dead End					NA			NA			05/06/2002
				To:	SR 33											
(655)	0.22	110	R	From:	63-636					NA			NA			05/06/2002
				To:	Dead End											
(656)	1.25	190	R	From:	Dead End					NA			NA			05/08/2002
				To:	63-638											
(657)	0.25	50	R	From:	US 60					NA			NA			06/17/2002
				To:	Dead End											
(658)	0.50	120	R	From:	Dead End					NA			NA			05/08/2002
				To:	63-611											
(659)	0.25	80	R	From:	SR 273					NA			NA			05/06/2002
				To:	SR 30											
(660)	0.27	90	R	From:	63-655					NA			NA			05/06/2002
				To:	63-667											
(660)	0.13	8	R	From:						NA			NA			05/06/2002
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
(661)	0.10	20	R	From:	Dead End						NA			NA		05/06/2002
(661)	0.08	110	R	To:	63-636						NA			NA		05/06/2002
				From:												
				To:	63-660											
				From:												
(662)	0.60	190	R	From:	Dead End						NA			NA		06/12/2002
				To:	SR 106						NA			NA		
				From:												
(663)	0.01	320	R	From:	US 60						NA			NA		05/20/2002
				To:	63-622						NA			NA		
				From:												
(664)	0.10	40	R	From:	Dead End						NA			NA		05/06/2002
				To:	SR 30						NA			NA		
				From:												
(665)	2.60	1200	R	From:	63-612; 63-640						NA			NA		06/12/2002
				To:	SR 249						NA			NA		
				From:												
(665)	0.30	320	R	To:	63-611						NA			NA		06/27/2002
				From:	Dead End						NA			NA		
				To:	SR 155											
(666)	0.30	40	R	From:	63-636						NA			NA		05/06/2002
				To:	Dead End						NA			NA		
				From:												
(667)	0.32	60	R	From:	SR 273						NA			NA		05/06/2002
				To:	Dead End						NA			NA		
				From:												
(669)	0.32	140	R	From:	SR 30						NA			NA		05/06/2002
				To:	Dead End						NA			NA		
				From:												
(670)	0.51	520	R	From:	Dead End						NA			NA		05/08/2002
				To:	63-611						NA			NA		
				From:												
(671)	0.36	30	R	To:	63-603; 63-620						NA			NA		05/06/2002
				From:	Dead End						NA			NA		
				To:	63-620											
(672)	0.90	50	R	From:	63-600						NA			NA		05/06/2002
				To:	Dead End						NA			NA		
				From:												
(673)	0.40	90	R	To:	Dead End						NA			NA		05/06/2002
				From:	Dead End						NA			NA		
				To:	SR 249											
(675)	0.32	240	R	From:	63-1230						NA			NA		05/08/2002
				To:	63-613						NA			NA		
				From:												
(676)	1.12	90	R	From:	63-612						NA			NA		06/12/2002
				To:	FR-118						NA			NA		
				From:												
(677)	0.56	20	R	From:	63-618						NA			NA		06/03/2002
				To:	Dead End						NA			NA		
				From:												

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
(678)	1.45	40	R	From	Dead End					NA			NA		05/20/2002	
(678)	0.50	40	R	To	63-627					NA			NA		05/20/2002	
				From												
				To	SR 249											
				From	63-609 NORTH					NA			NA		06/03/2002	
(679)	0.90	30	R	To	63-609 SOUTH											
(680)	0.12	20	R	From	63-612 SOUTH					NA			NA		06/12/2002	
				To	63-612 NORTH											
(681)	0.15	49	R	From	Cul-de-Sac					NA			NA		05/08/2002	
				To	63-675											
(686)	0.18	1900	R	From	63-612					NA			NA		06/12/2002	
				To	Dead End											
(690)	0.10	10	R	From	63-606					NA			NA		05/08/2002	
				To	Dead End											
(691)	0.27	10	R	From	63-612					NA			NA		07/17/2002	
				To	63-608											
(695)	0.49	90	R	From	Cul-de-Sac					NA			NA		05/06/2002	
				To	63-600											
(700)	0.13	220	R	From	SR 155					NA			NA		06/12/2002	
(700)	0.15	90	R	To	63-701					NA			NA		06/12/2002	
				From	Dead End											
(701)	0.27	80	R	From	Cul-de-Sac					NA			NA		06/12/2002	
				To	63-700											
(705)	0.34	270	R	From	SR 30					NA			NA		05/06/2002	
				To	James City County Line											
(1001)	0.07	70	R	From	63-627 SOUTH					NA			NA		05/20/2002	
(1001)	0.10	90	R	To	63-1006					NA			NA		1999	
				From												
(1001)	0.12	90	R	To	63-1005					NA			NA		1999	
				From												
(1001)	0.11	210	R	To	63-1004					NA			NA		1999	
				From												
(1001)	0.45	140	R	To	63-1003					NA			NA		1999	
				To	63-627 NORTH											
(1002)	0.87	760	R	From	63-627					NA			NA		1999	
				To	US 60											
(1003)	0.11	80	R	From	63-1001					NA			NA		1999	
				To	63-627											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
1004	0.20	30	R	From:	63-1001					NA			NA			1999
				To:	63-627											
1005	0.31	50	R	From:	63-1001					NA			NA			1999
				To:	63-627											
1006	0.37	80	R	From:	63-1001					NA			NA			1999
				To:	63-627											
1009	0.12	40	R	From:	63-1013					NA			NA			05/20/2002
				To:	Cul-de-Sac											
1010	0.10	46	R	From:	Cul-de-Sac					NA			NA			05/20/2002
				To:	63-1018											
1010	0.45	210	R	From:	63-1018					NA			NA			05/20/2002
				To:	63-1017											
1010	0.20	360	R	From:	63-1017					NA			NA			1999
				To:	63-1013											
1010	0.28	590	R	From:	63-1013					NA			NA			1999
				To:	63-1012											
1010	0.18	610	R	From:	63-1012					NA			NA			1999
				To:	63-1011											
1010	1.08	810	R	From:	63-1011					NA			NA			1999
				To:	63-627											
1011	0.03	20	R	From:	Cul-de-Sac					NA			NA			1999
				To:	63-1010											
1012	0.07	30	R	From:	Cul-de-Sac					NA			NA			1999
				To:	63-1010											
1013	0.71	320	R	From:	63-1014					NA			NA			05/20/2002
				To:	63-1010											
1014	0.36	70	R	From:	Cul-de-Sac					NA			NA			1999
				To:	63-1017											
1014	0.34	120	R	From:	63-1017					NA			NA			1999
				To:	Cul-de-Sac											
1015	0.33	90	R	From:	63-1010					NA			NA			05/20/2002
				To:	63-1016											
1016	0.03	30	R	From:	Cul-de-Sac					NA			NA			05/20/2002
				To:	63-1015											
1016	0.04	30	R	From:	63-1015					NA			NA			05/20/2002
				To:	0.04 MN 63-1013											
1017	0.17	130	R	From:	63-1014					NA			NA			05/20/2002
				To:	63-1018											
1017	0.19	240	R	From:	63-1018					NA			NA			05/20/2002
				To:	63-1010											
1018	0.14	45	R	From:	63-1010					NA			NA			05/20/2002
				To:	63-1019											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
1018	0.15	80	R	From	63-1019					NA			NA		05/20/2002	
				To	63-1017											
1019	0.12	47	R	From	63-1018					NA			NA		05/20/2002	
				To	Cul-de-Sac											
1020	0.26	120	R	From	63-621					NA			NA		05/20/2002	
				To	Cul-de-Sac											
1024	0.04	80	R	From	63-1014					NA			NA		05/20/2002	
				To	Cul-de-Sac											
1030	0.49	150	R	From	Cul-de-Sac					NA			NA		1999	
				To	63-627											
1040	0.94	NA		From	63-00638(B)/					NA			NA			
				To	Cul-de-Sac/											
1041	0.15	NA		From	Cul-de-Sac/					NA			NA			
				To	63-01040(B)/											
1042	0.19	NA		From	Cul-de-Sac/					NA			NA			
				To	63-01040(B)/											
1050	0.30	420	R	From	Cul-de-Sac					NA			NA		05/13/2002	
				To	63-612											
1051	0.35	80	R	From	63-1050 WEST					NA			NA		05/13/2002	
				To	63-1050 EAST											
1070	0.35	60	R	From	63-612					NA			NA		06/12/2002	
				To	Cul-de-Sac											
1101	0.10	60	R	From	US 60					NA			NA		1999	
				To	Dead End											
1102	0.20	110	R	From	63-628					NA			NA		1999	
				To	Dead End											
1103	0.13	80	R	From	Dead End					NA			NA		1999	
				To	63-650											
1104	0.44	70	R	From	63-647					NA			NA		05/20/2002	
				To	Dead End											
1150	0.31	190	R	From	63-613					NA			NA		05/08/2002	
				To	Cul-de-Sac											
1151	0.07	70	R	From	63-1152					NA			NA		05/08/2002	
				To	63-1150											
1152	0.10	90	R	From	Cul-de-Sac					NA			NA		05/08/2002	
				To	63-1151											
1201	0.06	60	R	From	Dead End					NA			NA		1999	
				To	63-1211											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
(1201)	0.22	380	R	From:	63-1211						NA			NA		1999
(1201)	0.06	690	R	To: From:	63-1203						NA			NA		1999
(1201)	0.22	970	R	To: From:	63-1202						NA			NA		1999
				To:	US 60											
(1202)	0.12	240	R	From:	63-1201						NA			NA		1999
(1202)	0.03	220	R	To: From:	63-1204						NA			NA		1999
(1202)	0.30	180	R	To: From:	63-1207						NA			NA		1999
(1202)	0.16	90	R	To: From:	63-1203						NA			NA		1999
				To:	Dead End											
(1203)	0.23	550	R	From:	63-1201						NA			NA		1999
(1203)	0.11	370	R	To: From:	63-1205						NA			NA		1999
(1203)	0.07	60	R	To: From:	63-1206						NA			NA		1999
				To:	63-1202											
(1204)	0.07	40	R	From:	63-1202						NA			NA		1999
				To:	Cul-de-Sac											
(1205)	0.08	30	R	From:	Cul-de-Sac						NA			NA		1999
				To:	63-1203											
(1206)	0.04	7	R	From:	Cul-de-Sac						NA			NA		1999
				To:	63-1203											
(1207)	0.10	80	R	From:	Dead End						NA			NA		1999
				To:	63-1202											
(1208)	0.17	1400	R	From:	US 60						NA			NA		1999
(1208)	0.16	270	R	To: From:	63-1209 SOUTH						NA			NA		1999
(1208)	0.24	650	R	To: From:	63-1209 NORTH						NA			NA		1999
(1208)	0.06	630	R	To: From:	63-1245 WEST						NA			NA		05/08/2002
(1208)	0.04	600	R	To: From:	63-1245 EAST						NA			NA		05/08/2002
(1208)	0.51	590	R	To: From:	63-1246						NA			NA		05/08/2002
				To:	63-665											
(1209)	0.05	190	R	From:	63-1208 SOUTH						NA			NA		1999
(1209)	0.33	150	R	To: From:	63-1212 WEST						NA			NA		1999
				To:	63-1212 EAST											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
(1209)	0.38	190	R	From:	63-1212 EAST					NA			NA		1999	
				To:	63-1208 NORTH											
(1209)	0.16	250	R	From:	63-1211					NA			NA		1999	
				To:	63-1210 EAST											
(1209)	0.06	150	R	From:	63-1210 WEST					NA			NA		1999	
				To:	Dead End											
(1210)	0.20	40	R	From:	63-1209					NA			NA		1999	
				To:	63-1209											
(1211)	0.13	190	R	From:	63-1201					NA			NA		1999	
				To:	63-1209											
(1212)	0.32	180	R	From:	63-1209					NA			NA		1999	
				To:	63-1209											
(1213)	0.14	510	R	From:	US 60					NA			NA		1999	
				To:	63-1218											
(1213)	0.08	410	R	From:	63-1217					NA			NA		1999	
				To:	63-1216											
(1213)	0.14	230	R	From:	63-1215					NA			NA		1999	
				To:	63-1214											
(1214)	0.03	20	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	63-1215											
(1214)	0.10	30	R	From:	63-1213					NA			NA		1999	
				To:	63-1213											
(1215)	0.14	90	R	From:	63-1214					NA			NA		1999	
				To:	Cul-de-Sac											
(1216)	0.07	49	R	From:	63-1213					NA			NA		1999	
				To:	Cul-de-Sac											
(1217)	0.05	60	R	From:	63-1213					NA			NA		1999	
				To:	Cul-de-Sac											
(1218)	0.05	60	R	From:	63-1223					NA			NA		1999	
				To:	63-1222											
(1220)	0.25	230	R	From:	63-1221					NA			NA		1999	
				To:	63-1221											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
1220	0.08	660	R	From:	63-1221						NA			NA		1999
				To:	SR 249											
1221	0.23	130	R	From:	63-1223						NA			NA		05/08/2002
				To:	0.23 MN 63-1223											
1221	0.04	190	R	From:							NA			NA		1999
				To:	63-1222											
1221	0.21	170	R	From:							NA			NA		1999
				To:	63-1220											
1222	0.08	120	R	From:	63-1221						NA			NA		1999
				To:	63-1220											
1223	0.04	20	R	From:	Dead End						NA			NA		05/08/2002
				To:	63-1221											
1223	0.07	49	R	From:							NA			NA		05/08/2002
				To:	63-1220											
1223	0.07	70	R	From:							NA			NA		05/08/2002
				To:	63-1224											
1223	0.03	9	R	From:							NA			NA		05/08/2002
				To:	Dead End											
1224	0.05	30	R	From:	63-1223						NA			NA		05/08/2002
				To:	Cul-de-Sac											
1230	0.16	40	R	From:	Cul-de-Sac						NA			NA		05/08/2002
				To:	63-675											
1230	0.28	90	R	From:							NA			NA		05/08/2002
				To:	63-613											
1232	0.30	NA		From:	US-00060(B)/						NA			NA		
				To:	Dead End/											
1233	0.08	NA		From:	Cul-de-Sac/						NA			NA		
				To:	63-01232(B)/											
1234	0.12	NA		From:	63-01232(B)/						NA			NA		
				To:	Cul-de-Sac/											
1235	0.04	NA		From:	Cul-de-Sac/						NA			NA		
				To:	63-01232(B)/											
1236	0.17	NA		From:	63-01232(B)/						NA			NA		
				To:	Dead End/											
1237	0.16	NA		From:	63-01236(B)/						NA			NA		
				To:	Cul-de-Sac/											
1240	0.07	650	R	From:	66-1208						NA			NA		05/08/2002
				To:	63-1241											
1240	0.09	620	R	From:							NA			NA		05/08/2002
				To:	63-1242 SOUTH											
1240	0.05	430	R	From:							NA			NA		05/08/2002
				To:	63-1242 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
1240	0.45	260	R	From:	63-1242 NORTH						NA			NA		05/08/2002
				To:	63-1244 EAST											
1241	0.06	30	R	From:	63-1240						NA			NA		05/08/2002
				To:	Cul-de-Sac											
1242	0.11	180	R	From:	63-1240 SOUTH						NA			NA		05/08/2002
				To:	63-1243											
1242	0.44	170	R	From:	63-1240 NORTH						NA			NA		05/08/2002
				To:	63-1240 NORTH											
1243	0.07	60	R	From:	63-1242						NA			NA		05/08/2002
				To:	Cul-de-Sac											
1244	0.18	50	R	From:	63-1240 WEST						NA			NA		05/08/2002
				To:	Cul-de-Sac											
1245	0.69	120	R	From:	63-1208 WEST						NA			NA		05/08/2002
				To:	63-1208 EAST											
1246	0.18	80	R	From:	Cul-de-Sac						NA			NA		05/08/2002
				To:	63-1208											
1301	0.09	230	R	From:	63-609						NA			NA		1999
				To:	63-1302											
1302	0.29	100	R	From:	Dead End						NA			NA		1999
				To:	63-1301											
1302	0.19	110	R	From:	Dead End						NA			NA		1999
				To:	Dead End											
1305	0.25	80	R	From:	63-1310						NA			NA		1999
				To:	63-1308											
1305	0.13	190	R	From:	63-1307						NA			NA		1999
				To:	63-1307											
1305	0.10	390	R	From:	63-612						NA			NA		1999
				To:	63-612											
1306	0.10	230	R	From:	63-612						NA			NA		1999
				To:	63-1307											
1306	0.19	280	R	From:	63-1309						NA			NA		1999
				To:	63-1309											
1306	0.23	140	R	From:	Cul-de-Sac						NA			NA		05/13/2002
				To:	Cul-de-Sac											
1307	0.05	10	R	From:	Dead End						NA			NA		1999
				To:	63-1305											
1307	0.12	60	R	From:	63-1310						NA			NA		1999
				To:	63-1310											
1307	0.19	270	R	From:	63-1306						NA			NA		1999
				To:	63-1306											
1307	0.06	30	R	From:	Dead End						NA			NA		1999
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
1308	0.17	49	R	From:	63-1305					NA			NA			1999
				To:	63-1310											
1309	0.06	20	R	From:	63-1306					NA			NA			1999
				To:	Dead End											
1310	0.09	160	R	From:	63-1307					NA			NA			1999
				To:	63-1308											
1310	0.21	100	R	From:	63-1308					NA			NA			1999
				To:	63-1305											
1330	0.10	460	R	From:	63-612					NA			NA			1999
				To:	63-1331											
1330	0.30	410	R	From:	63-1331					NA			NA			1999
				To:	Cul-de-Sac											
1331	0.11	60	R	From:	Cul-de-Sac					NA			NA			05/13/2002
				To:	63-1330											
1331	0.09	80	R	From:	63-1330					NA			NA			1999
				To:	63-1335											
1332	0.10	80	R	From:	Cul-de-Sac					NA			NA			05/13/2002
				To:	63-1330											
1333	0.05	40	R	From:	63-1330					NA			NA			05/13/2002
				To:	Cul-de-Sac											
1334	0.15	110	R	From:	Cul-de-Sac					NA			NA			05/13/2002
				To:	63-1330											
1335	0.06	40	R	From:	Cul-de-Sac					NA			NA			05/13/2002
				To:	63-1331											
1335	0.20	70	R	From:	63-1331					NA			NA			05/13/2002
				To:	63-1330											
1335	0.08	40	R	From:	63-1330					NA			NA			05/13/2002
				To:	Cul-de-Sac											
1336	0.03	30	R	From:	63-1334					NA			NA			05/13/2002
				To:	Cul-de-Sac											
1340	0.46	90	R	From:	Cul-de-Sac					NA			NA			1993
				To:	63-638											
1392	0.23	70	R	From:	Hanover County Line					NA			NA			06/27/2002
				To:	Cul-de-Sac											
1400	0.27	120	R	From:	63-621 SOUTH					NA			NA			05/06/2002
				To:	63-621 NORTH											
9278	0.10	210	R	From:	SR 249					NA			NA			1991
				To:	0.10 MS SR 249											
9278	0.01	220	R	From:	0.10 MS SR 249					NA			NA			1995
				To:	0.11 MS SR 249											

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						2Axle	3+Axle	1Trail	2Trail							
New Kent County																
9278	0.03	210	R	From	0.11 MS SR 249						NA			NA		1995
				To	63-630											
9279	0.05	330	R	From	SR 249						NA			NA		1985
				To	0.05 MS SR 249											
9279	0.09	320	R	From	0.05 MS SR 249						NA			NA		1989
				To	SR 249											
9288	0.09	280	R	From	63-605						NA			NA		1986
				To	SR 249											
9289	0.22	NA		From	63-605 WEST						NA			NA		
				To	63-605 EAST											